

New Jersey Safe Routes to School Program

Park Avenue Elementary School and Freehold Intermediate School Travel Plan

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Table of Contents

Executive Summary.....	4
1. Walking and Cycling to Health	6
1.1 The Challenge	6
1.2 The Program.....	6
1.3 The Team and Task Force.....	7
2. Community Profile.....	13
2.1 Monmouth County Health Profile – 2015 Community Health Assessment.....	13
2.2 Freehold Borough District, Park Avenue ES, Freehold Intermediate School.....	18
2.3 NJ Safe Routes to School Parent/Caregiver Survey	21
3. Journey to School	22
3.1 Current Student Travel Environment.....	23
3.2 Pedestrian Safety.....	26
3.3 Walkability Assessment.....	27
4. Action Plan & Recommendations.....	34

Appendices

5. Appendix A: Design Guide.....	42
6. Appendix B: Funding & Building Resources to Infrastructure.....	48

Executive Summary

A Safe Routes to School (SRTS) Travel Plan is a resource to encourage and increase the number of students walking and bicycling to school. It provides directions for schools, students, families and the city to build a safer walking and biking environment for residents.

School Travel Plans are site specific and describe the needs of each particular school being studied. The plan includes observations, ideas and an action plan to address issues and problem areas. The Plan covers five aspects of the Safe Routes to School program – Education, Encouragement, Enforcement, Evaluation, and Engineering.

The School Travel Plan outlines the timeframe and funding priorities to support a coordinated schedule of streetscape improvements. In fact, the New Jersey Safe Routes to School (SRTS) infrastructure funding program recommends that applicants have an approved School Travel Plan in order to apply for a grant.

1. Goals

The goals of the Park Avenue Elementary and Freehold Intermediate School Travel Plan are:

- a. Identify any issues that impact safety on the key travel routes used by students
- b. Provide a list of suggestions to improve the school travel environment (improve safety, reduce congestion) and encourage more students to walk and bike to school
- c. Categorize the suggestions in terms of cost and time needed to make repairs
- d. Implement solutions to encourage more students to walk and bike to school

2. Task Force

This School Travel Plan is the product of a valuable partnership. The Park Avenue Elementary and Freehold Intermediate School SRTS Task Force consists of local stakeholders and is an important part of ensuring the sustainability of the SRTS initiative and the enactment of the Action Plan.

3. Community Barriers to Health

According to the Community Health Improvement Plan (CHIP) conducted 2016 by the Health Improvement Coalition of Monmouth County (HICMC) and partner Meridian Health, many residents in Monmouth County do not meet federal standards for healthy eating and physical activity. Overweight issues indicate that more exercise is a key need for County residents. Top concerns identified, as per CHIP and HICMC, include:

- a. Physical fitness is limited and needs to be encouraged and increased.
- b. The current percentage of children who are overweight or obese is 28.7 percent.
- c. The current percent of overweight and obese adults in Monmouth County is 62 percent.

4. School Travel Data

In June of 2019, the Park Avenue Elementary School teachers in 24 different classrooms

conducted a School Travel Tally to determine how students travel to and from school. Despite parental concerns regarding safety, 25 percent of students walk to school, 36 percent are driven to school, 29 percent carpool, 5 percent use the school bus, 4 percent bike to school, and 1 percent use transit. In the afternoon, the dependence on motor vehicles is greatly decreased and 47 percent walk, 24 percent carpool, 19 percent are driven home, 5 percent ride the bus, 3 percent bike and 1 percent take transit home.

5. Barriers and Opportunities Identified for Safer Walking & Biking

The Safe Routes to School Task Force, and Community Partners from the Borough of Freehold conducted walkability assessments of the road conditions around the school on May 2, 2019 after school. The major intersections near the school which students use include:

- South St. & Park Ave. and Park Ave. & Stillwell Pl.
- Park Ave. & Prospect Pl. and Park Ave. & Brentwood Ave.
- Park Ave. & Waverly Pl. , Park Ave. & Kiawah Ave., and Park Ave. & W Main St.

Key opportunities for street improvement include: repairing and installing sidewalks where needed, adding and repainting low visibility crosswalks as high visibility crosswalks, widening narrow sidewalks on school property, installing curb ramps and realigning ADA dome pads, adding pedestrian scale lighting over sidewalk corners and on school grounds. Other opportunities include setting a speed limit of 25 mph in place along with signage in efforts to slow speeding traffic heading towards school zone.

6. Action Plan

The Safe Routes to School program categorizes the Action Plan into the “Five E’s:” Education, Encouragement, Enforcement, Evaluation and Engineering. This is a useful tool because it helps the school prioritize next steps. In a particular community, some of the E’s may be more urgently needed than others, so the school can execute the recommendations in any order they choose. This School Travel Plan recommends a number of improvements that can be made to encourage safe walking and biking. The action plan can be used to support SRTS and other Federal or State grant applications to fund municipal roadway improvements.

Key Actions/Recommendations in Action Plan include:

- Install missing sidewalks between Barkalow Avenue & Reid Way, between Michael St. & Main St.
- Paint high visibility crosswalks at all designated school crossings to slow traffic
- Install pedestrian lighting at designated school crossings so students can be seen in dim light
- Add a separate bike rack area at the intermediate school
- Add “Slow School Zone” or “25 MPH school Zone” pavement marking and signs before drivers reach the school zone on West Main St., Park Avenue, Rt. 79
- Ensure property owners trim shrubs, sweep leaves and shovel snow off sidewalks
- Ensure all sidewalk construction provides a safe passage for pedestrians and does not force them to walk in the street, especially on West Main St., Park Avenue (Rt. 33), or Rt. 79
- Add crossing guards at West Main St. and Park Ave., Rt. 33 and Rt. 537 and No Turn on Red Signs during school arrival and dismissal times

1. Walking and Cycling to Health

1.1 The Challenge

Over the past few decades, a number of societal and environmental changes have limited children's access to safe places where they can walk, bike and play. For example, increased traffic, neighborhoods that lack sidewalks and urban sprawl have contributed to a sharp decline in the number of students who walk or bike to school. Nationally, while 42 percent of children walked or biked to school in 1969, only 13 percent of children did so in 2001¹. Additionally, the popularity of television and video games as a means to entertain children has contributed to a more sedentary lifestyle. As a result, children and adolescents are less physically active than they were several generations ago.

The decrease in walking and biking to school and less physical forms of play has resulted in an alarming increase in childhood obesity. During the past four decades, the obesity rate for children ages 6 to 11 has more than quadrupled (from 4.2 to 17 percent), and the obesity rate for adolescents ages 12 to 19 has more than tripled (from 4.6 to 17.6 percent) in the United States.

Developing policies and practices to address these environmental and social barriers to daily physical activity are critical to reducing and preventing obesity among children. Supporting "active transport" (or walking and bicycling) to school presents an excellent opportunity to increase daily physical activity among youth.¹

1.2. The Program

Safe Routes to School (SRTS) is a federal program that encourages, teaches and enables children to safely bicycle and walk to school. The program aims to help children be more physically active with the intent to reduce chronic disease and prevent and reduce obesity. SRTS focuses on increasing the number of children walking and bicycling to school by building and repairing infrastructure such as sidewalks, crosswalks, and bicycle lanes. The program also encourages changes in travel behavior, supports increased enforcement of traffic laws around schools, and educates communities on the benefits and safety aspects of active transport. This report summarizes research on active transport to school, physical activity levels and health outcomes. It also explores the factors that influence walking and biking to school, including the impact of SRTS programs.

In the 2013 book, Designing Healthy Communities, Dr. Richard Stockton and Stacey Sinclair note that "walking to school is good for children's cognitive health and learning ability. It improves children's concentration, boosts moods and alertness, and enhances memory, creativity and overall learning".

The SRTS Program is a collaborative effort of multiple stakeholders that includes community

¹ Walking and Biking to School, Physical Activities and Health Outcomes, Robert Wood Johnson Foundation

members, elected officials, city planners, school staff and leaders and police departments. SRTS brings a community closer together by implementing programs such as walking school buses, walkability assessments, bicycle rodeos and pedestrian safety presentations. The benefits of SRTS extend far beyond the schools into the community as a whole.

In addition to keeping residents physically active and healthy, community spaces that promote walking can draw people together safely and provide more opportunities for people of all ages and abilities to stay socially connected and engaged. Local areas with good pedestrian networks can also have substantial economic and environmental benefits to a local area. Towns and cities that develop recreational programming and encourage the use of pedestrian networks, infrastructure, trails, or walkable facilities can help revitalize a downtown, increase private investment, increase property values, promote tourism, and support the development of a good business climate. A growing body of research connects higher property values and economically sound communities to better walkability and closer proximity among certain neighborhood destinations, including houses, parks, schools, businesses, services, and social venues. Main streets can benefit economically from well-maintained sidewalks and the ability to easily and safely peruse shops, restaurants, and local services.

An SRTS Walkability Assessment and School Travel Plan “maps out” specific ways to improve pedestrian and bicycle travel to increase the number of students who walk and bike to school and to improve safety. A School Travel Plan is a report resulting from the Walkability Assessment and identifies the following:

- Where students currently walk and bike?
- Where students would walk and bike if they could?
- What changes need to be made so that students can and will walk and bike to school?

The School Travel Plan identifies short term solutions for immediate action and implementation as well as long term solutions that may require planning and additional funds. Benefits of developing a School Travel Plan include:

- Creating partnerships between the school and surrounding community
- Generating ideas and actions to help make walking and bicycling safer
- Building community excitement and support
- Making an application for a SRTS grant more competitive by demonstrating a connection between goals, actions, targets and other community-focused plans.

1.3. The Team

The New Jersey Department of Transportation (NJDOT) funds and administers the SRTS program in New Jersey, and the Voorhees Transportation Center (VTC) at Rutgers University provides technical and administrative support.

The implementation of the SRTS program and walkability assessment at the Park Avenue Elementary and Freehold Intermediate School was undertaken by a group of organizations: the SRTS team at EZ Ride, members of Neighborhood Connections to Health, Freehold Borough DPW, VNAHG employees and police officers, staff from the Monmouth County Division of Planning, a VTC team member, 8 students and parents from 4 different grade levels, and volunteers from the Freehold Public Library and other local community groups.

EZ Ride

In New Jersey, Transportation Management Associations (TMAs) have taken the lead in coordinating the implementation of the SRTS programs. TMAs are non-profit organizations whose mission is to implement transportation programs and services like carpools, vanpools, shuttles, biking and walking that reduce congestion and improve air quality. EZ Ride is one of eight Transportation Management Associations (TMAs) in New Jersey and primarily serves Bergen, Essex, Monmouth, Passaic and Union counties.

The Safe Routes to School program has been very active in the Freehold Borough School District.

Since 2016 the SRTS team at EZ Ride has been involved in Safe Routes to School initiatives and programs within Freehold Borough. Chronologically, EZ Ride has facilitated Bike and Pedestrian safety programs at Park Avenue Elementary, Freehold Intermediate or Middle School, the Freehold Learning Center and other relevant community facilities:

2016

- Pedestrian Safety Program – St. Peter’s Church – October 2016
- Bike Safety Program & Bike Rodeo – Park Ave Elementary – October 2016
- Bike Safety Program – St. Peter’s Church – November 2016
- Pedestrian Safety Program – Park Ave ES & Freehold MS – December 2016
- Pedestrian Safety Program – Freehold Learning Center – December 2016

2017

- Bike Safety Program – Freehold Learning Center – March 2017
- Bike Safety Program & Bike Rodeo – Freehold Learning Center – April 2017
- Bike Safety Program – Freehold Learning Center – May 2017

2019

- Bike Safety Program – Monmouth Vicinage – April 2019
- Walk Audit – Park Ave. Elementary – May 2019

Freehold Borough School District

The Safe Routes to School Program has the support and input of Park Avenue Elementary, Freehold Learning Center, the Intermediate School, the Freehold Borough Board of Education, and Superintendent, Rocco Tomazic. EZ Ride has encouraged the District to pass a supportive SRTS walking and biking policy.

Borough of Freehold

The Borough of Freehold's Police Department, the Health Department, residents and community volunteers who belong to the Neighborhood Connections to Health coalition have been fundamental in the provision of support, navigation, and staff to aid EZ Ride and the school develop plans for safer active transportation in the Borough.

Background to Walkability Assessment

EZ Ride's Bike and Pedestrian team agreed to assist the Neighborhood Connections to Health coalition to conduct an audit as part of their NJ Healthy Community Network and NJHI grant work. Park Avenue Elementary is located on the same campus as the Freehold Intermediate School.



EZ Ride made a presentation after school to a group from the school, borough, and students from the elementary and intermediate school on May 2nd entitled "How to Conduct a Walk Audit". Members of the group then conducted a walk audit to assess the local walking routes that students use. The photos below show the audit group at the start of the walk audit and debriefing and discussing findings afterward.





A list of the Working Group members who attended or gave input into the Walk Audit and who are crucial to the implementation of the project are included in the table below.

Park Avenue Elementary School Travel Plan Working Group

Organization	Role/Responsibility	Contact
Park Avenue Elementary School	Principal	Mr. Patrick Mulhern 280 Park Avenue Freehold NJ 732-761-2124 pmulhern@freeholdboro.k12.nj.us
Freehold Intermediate School	Principal	Mrs. Ronnie Dougherty 280 Park Avenue Freehold NJ 732-761-2156 rdougherty@freeholdboro.k12.nj.us
Freehold Borough School District	Superintendent	Dr. Rocco Tomazic, Ed.D 280 Park Avenue Freehold NJ 732-261-2101 rtomazic@freeholdboro.k12.nj.us
Neighborhood Connections to Health	Bike/Walk Subgroup Coordinator	Linda Brown 732-718-7141 Linda.paquette@gmail.com
VNACJ Freehold Family Health Center Neighborhood Connections to Health	Chief Clinical and Quality Officer Committee Member	Dr. Gail Reilly, MD 597 Park Ave. Freehold, NJ 732-515-1613 Gail.reilly@vnahg.org
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Park Ave. Elementary School	Student, Freehold Borough	John Canas

	Resident	
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Park Ave. Elementary School	Student, Freehold Borough Resident	Joseph Toledo
Park Ave. Elementary School	Student, Freehold Borough Resident	Joshua Toledo
Barkelow Middle School	Student, Freehold Township Resident	Sharon Oyuela
Freehold High School	Student, Freehold Township Resident	Genesis Carias
Park Avenue School	Parent	Alma G. Freehold, NJ
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Freehold Boro Police	Captain	Ronnie Steppat 36 Jackson St. Freehold, NJ 07728 732-462-1233 x120 steppatr@freeholdpolice.org
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Neighborhood Connections to Health	Community Health Worker	JayDee Reyes JayDee.Reyes@unahg.org
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Neighborhood Connections to Health	Community Coordinator	Alma Gonzalez 33 Broad St. Apt. 15 Freehold, NJ 732-683-8156
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Freehold Borough Resident	Street Department	Adam Keaney

Bikeability/Walkability Advocate		51 West Main Street Freehold, NJ kadamski@aol.com (732) 677-0272
Freehold Resident Bikeability/Walkability Advocate	Volunteer	Lynn Reich Lynn.reich@gmail.com (732)239-7494
Freehold Public Library	Librarian	Kathy Mulholland 28 E Main St. Freehold, NJ kmulholland@freeholdpubliclibrary.org 732-462-5135
Freehold Public Library	Volunteer	Maria Marokol Freehold, NJ (732) 610-4262
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VNA Healthy Families	Volunteer	Deonie Williams 1 East Main St. Freehold NJ 732-431-7460 x7463
Freehold Borough	Resident Volunteer	Jeanne Vigeant Jeanne.vigeant@gmail.com
Freehold Borough	Resident Volunteer	Brian Lamb 60 Hull St. Freehold, NJ 732-978-3527 BrianJLamb@me.com
Alan M. Voorhees Transportation Center/SRTS Resource Center	Senior Research Specialist	Sean Meehan 33 Livingston Avenue New Brunswick, NJ (848)-932-2376 sean.meehan@ejb.rutgers.edu
EZ Ride - Transportation Management Association	Deputy Director, Safe Routes to School Coordinator	Lisa Lee 144 Park Place EastWood-Ridge, NJ (201)-939-4242 llee@ezride.org
EZ Ride - Transportation Management Association	Assistant Coordinator	Eric Angeles 144 Park Place East Wood-Ridge, NJ (201)-939-4242 llee@ezride.org
EZ Ride - Transportation Management Association	Assistant Coordinator	Victoria Alizo 144 Park Place East Wood-Ridge, NJ (201)-939-4242 llee@ezride.org

2. Community Profile

2.1. Freehold Borough and Monmouth County Health Profile – Monmouth County Community Health Assessment

In 2017, the Health Improvement Coalition of Monmouth County worked with Meridian Health to conduct a Community Health Assessment of Monmouth and Ocean Counties. The Coalition invited representatives of health care providers, local health departments, nonprofit organizations and community members to participate in conducting the Community Themes and Strengths Assessment. Discussion groups identified the following themes affecting the communities within Monmouth County where they live or work:

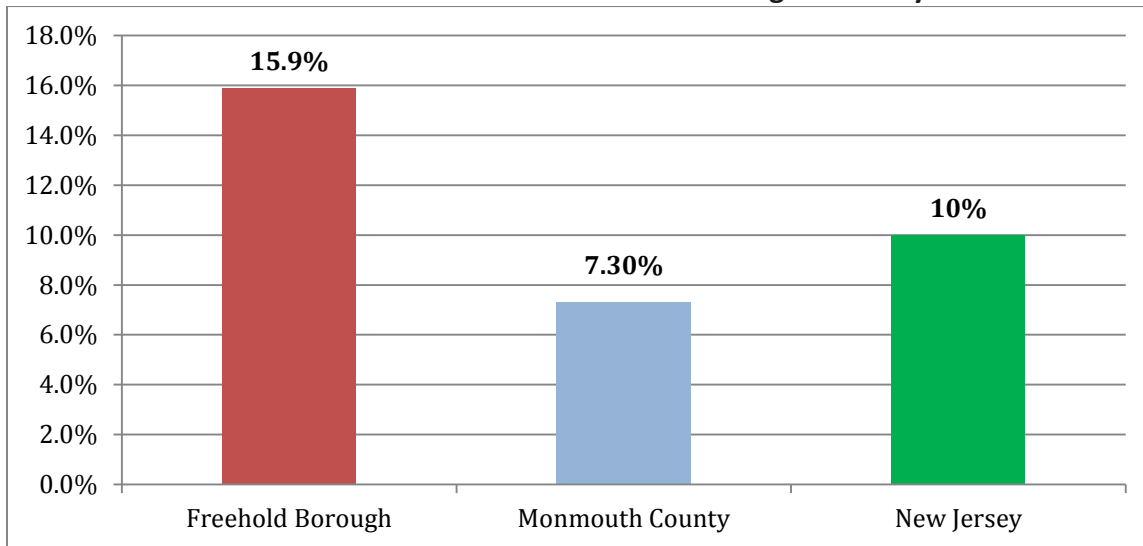
- Cost of living is high in Monmouth County. Some families struggle with paying for food, housing, caring for parents and lack of affordable insurance. This disparity is particularly pronounced with the undocumented population.
- There are distinct communities of “have and have-nots”. For affluent communities in the county, access to healthcare is more available and convenient. In socioeconomically-disadvantaged communities, health care may not be accessible or available and is therefore viewed as less important as people may not be aware they have health issues.
- Communities should provide the proper environment that promotes policies encouraging healthier behaviors.
- Physical fitness is limited for kids (Deficiencies being: neighborhood safety, limited access to fitness activities, overuse of TV and electronics).

Understanding Social Determinants of Health

Conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes. These conditions are known as social determinants of health. Poverty may limit healthy food access and coincide with unsafe neighborhoods and that more education is a predictor of better health. Differences in health are striking in communities with poor social determinants of health such as unstable housing, low income, unsafe neighborhoods, or substandard education. By applying what we know about social determinants of health to our decision making process. Individual and population health can not only improve but we can also address health equity.

Centers for Disease Control and Prevention

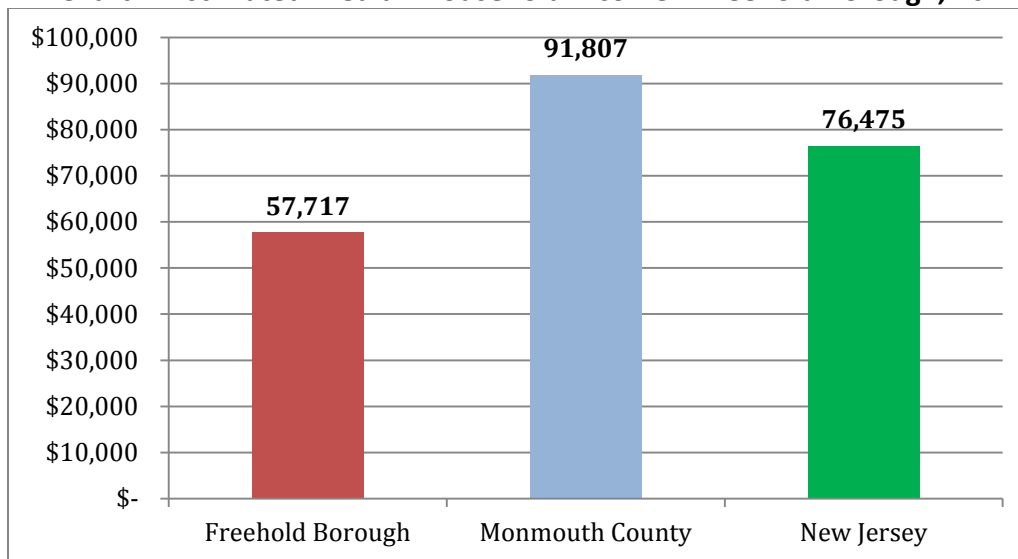
Chart 1: Percent of Families Living in Poverty



Source: US Census Bureau 2017

In 2017, 15.9 percent of Freehold Borough residents were living in poverty. This is greater than County and State percentages

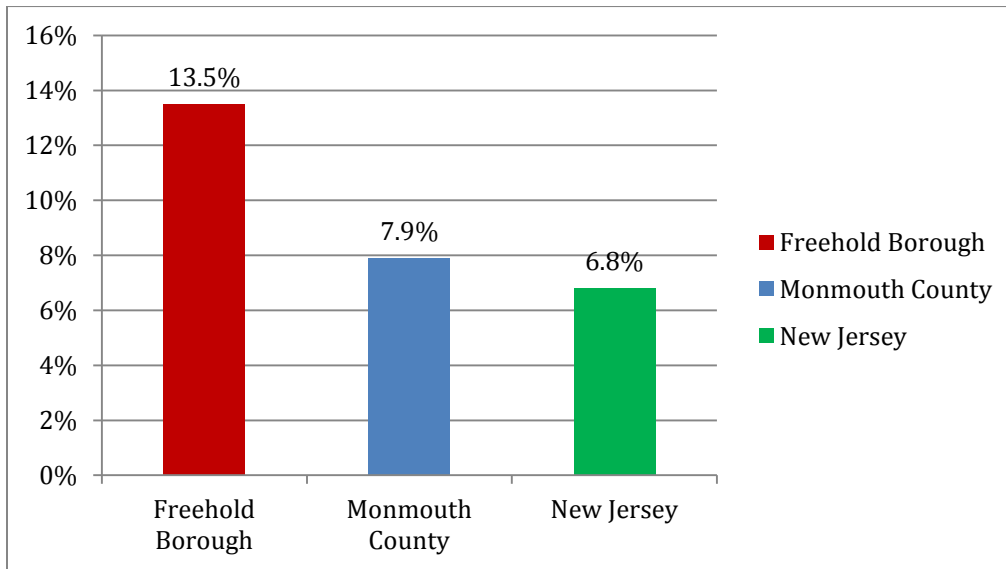
Chart 2: Estimated Median Household Income – Freehold Borough, NJ



Source: US Census Bureau, 2016

Data suggests that Freehold Borough families earned approximately \$57,717, compared to the whole Monmouth County which stands at an average of \$91,807. The overall state average of New Jersey household income is slightly less than Monmouth County standing at \$76,475.

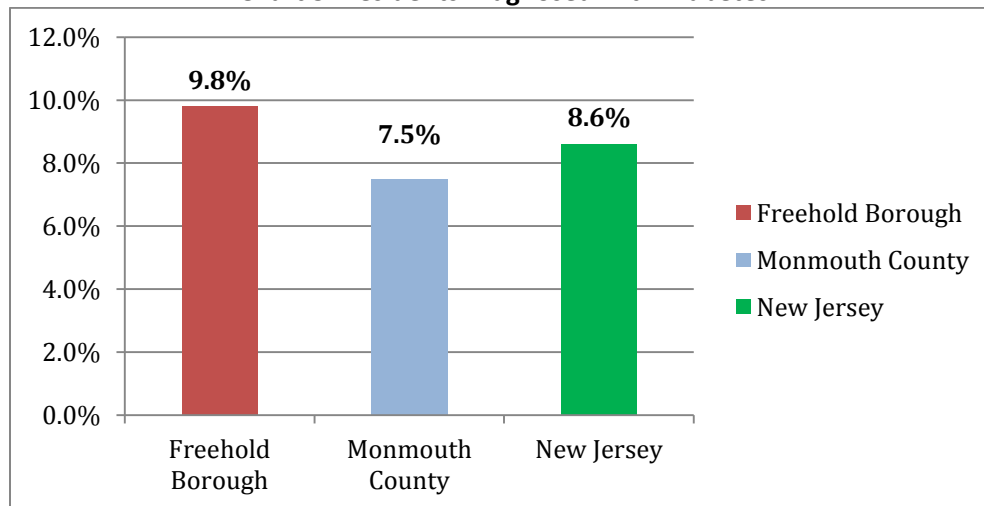
Chart 3: Prevalence of Adult Asthma



Monmouth County Asthma Profile (NJDOH), 2014

As of 2014, approximately 13.5 percent of Freehold Borough adults suffer from asthma. This is significantly more than both the County rate and greater than the State rate. Promoting walking and biking versus parents driving their children to school can reduce air pollution and make it easier for students to breathe. In addition, the physical activity can assist in staving off the effects of asthma in certain individuals.

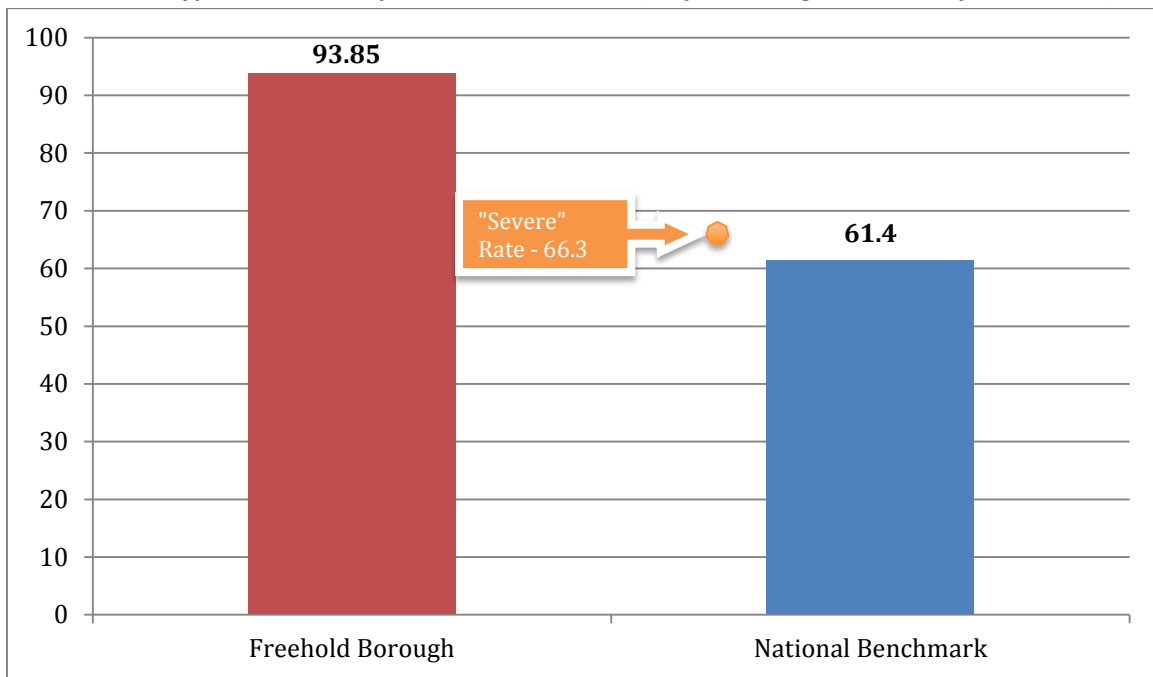
Chart 5: Residents Diagnosed with Diabetes



Source: Behavioral Risk Factor Surveillance System (2014) / Centers for Disease Control (2014)

The diabetes rate in Freehold Borough is higher than the County and State rate. Walking and biking and a program of regular physical activity can help residents to reduce and prevent chronic diseases such as diabetes, hypertension, high blood cholesterol, and cardiac disease.

Chart 6: Hypertension Hospital Admission Rate (18 years of age and older per 100,000)



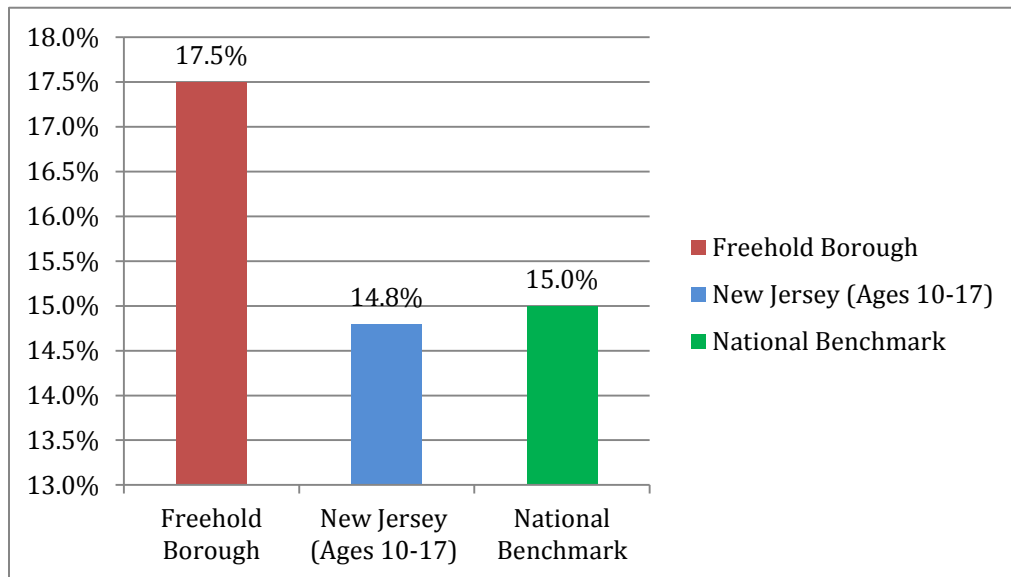
Source: Health Care Cost and Utilization Project (2014)

The above Chart 6 shows the hospital admission rate of people over the age of 18 in the Borough of Freehold for hypertension next to the national benchmark. A rate of 66.3 per 100,000 is considered severe. The Borough's rate of hypertension-related hospitalization is 27.65 higher than the severe rate and 32.4 higher than the national benchmark. Physical activity such as increased and regular walking and biking can help to reduce hypertension.

Childhood Obesity

In 2011, 28.7 percent of children ages 6-17 in Monmouth County were overweight or obese (85th percentile or higher), as per height/weight data collected from surveyed parents. In comparison 25.2 percent of Ocean County children ages 6-17 were overweight or obese, resulting in a total area overweight/obesity prevalence of 27.3 percent. The current childhood overweight/obesity prevalence is 24.6 percent. Findings are comparable by county and to the national prevalence. Childhood overweight/obesity prevalence is statistically unchanged over time..

Chart 8: Childhood Obesity Rate Comparisons

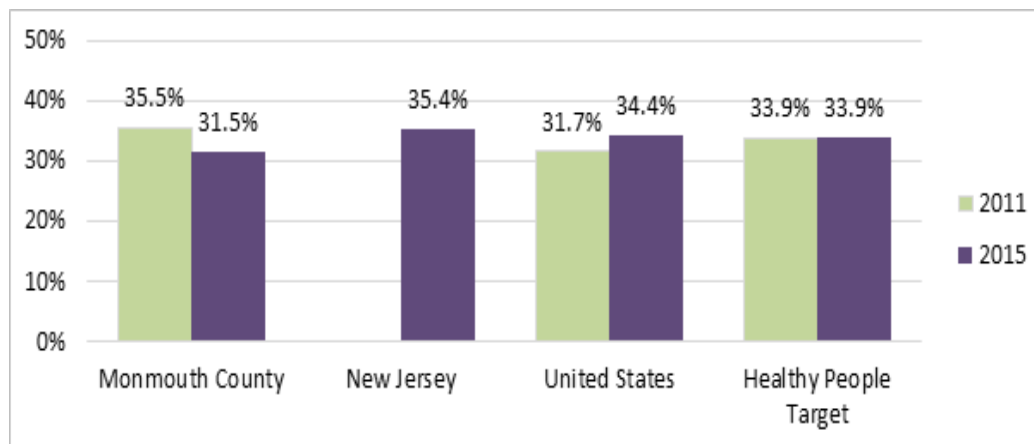


Sources: Child Health Data (2014) & <https://www.stateofobesity.org/children1017> (2016-17)

Chart 8 compares Freehold Borough to state and national childhood obesity levels and it's apparent that Freehold Borough's childhood obesity rate is higher than the state and US rate.

Increasing levels of physical activity and encouraging activities such as walking and biking can help /students and residents lose or maintain weight and lower their blood sugar, blood pressure, and blood cholesterol levels. Promoting walking and biking can potentially help residents and students with long term health outcomes.

Chart 9: Percent of Adults at a Healthy Weight (BMI 18.5-24.9)



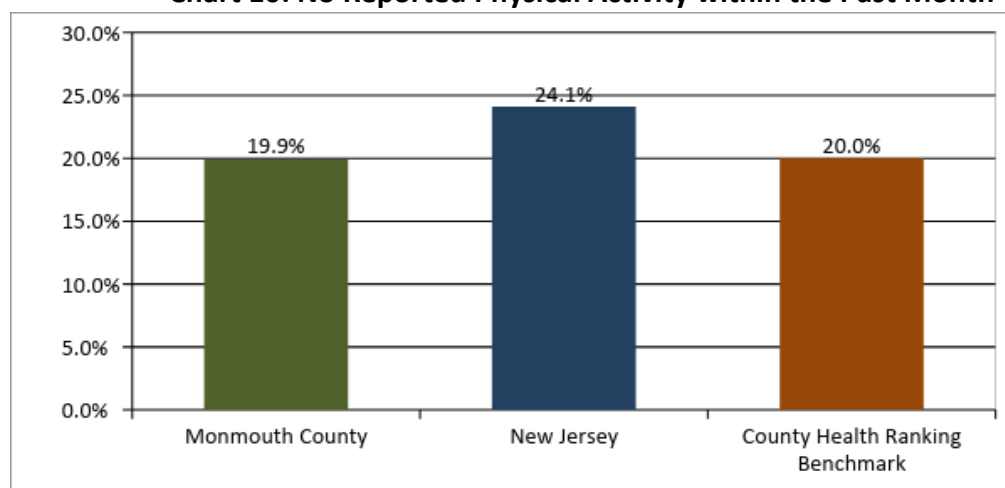
31.5 percent of Monmouth County Adults self-reported they have a healthy BMI; however, the actual BMI data does not support that.

- The percentage of adults with healthy BMIs is below the state and US rate
- The percentage of adults with a healthy BMI in 2015 did not meet the Healthy People 2020 Target
- The percentage of adults who had a healthy BMI between 2011 and 2015 decreased

Physical Activity

The HHS 2008 Physical Activity Guidelines for Americans recommend that adults get at least thirty minutes of moderate to vigorous activity daily and that children get at least sixty minutes of moderate to vigorous physical activity daily. Walking and biking to school can be part of student's daily exercise and should be encouraged. Chart 10 shows us that more residents in Monmouth County are getting exercise. The percentage of the county's residents who are not get physical activity is aligned with the County Health Ranking benchmark.

Chart 10: No Reported Physical Activity within the Past Month



Source: Monmouth Medical Center, Community Health Needs Assessment, 2016

2.2 District, Park Avenue Elementary, and Freehold Intermediate School Profiles

A district and school profile for Freehold Borough Public Schools and Park Avenue Elementary was developed using data from the School District website, the Elementary School Website, and the New Jersey School Performance reports.

Table 1: Freehold Borough District – Student Demographics 2019-20

Racial & Ethnic Group	Number of Students / Percent %
Hispanic	1,326/80%
White	172/10.4%
Black or African American	123/7.4%
Asian	18/1.1%
2 or More Races	16/1.0%
Native Hawaiian or Pacific Islander	2/0.1%

Grade Level	Number of Students
Pre-K	109
Kindergarten	160
1 st	165
2 nd	165
3 rd	176
4 th	176
5 th	174
6 th	181
7 th	183
8 th	168
Total	1,657
Gender	Percent %
Male	53.5
Female	46.5

Source: NJ School Performance Report (2019-2020)

District Factor Group

A District Factor Group (DFG) is an indicator of the socioeconomic status of citizens in school districts of New Jersey. DFGs were first developed by the New Jersey Department of Education in 1975 for the purpose of comparing student performance on statewide assessments across demographically similar school districts. This rating is based on neighborhood criteria such as poverty rate, incidence of crime and violence, and limited municipal resources due to low tax revenues. The rating is listed in groups alphabetically, A to J, highest to lowest respectively. NJDOT has directed that SRTS programs in disadvantaged communities should be given high priority.

The Freehold Borough School District has been classified by the NJ Department of Education as District Factor Group “A.” This rating group denotes the highest level of need and thus a higher priority to provide SRTS programs.

Park Avenue Elementary School Profile

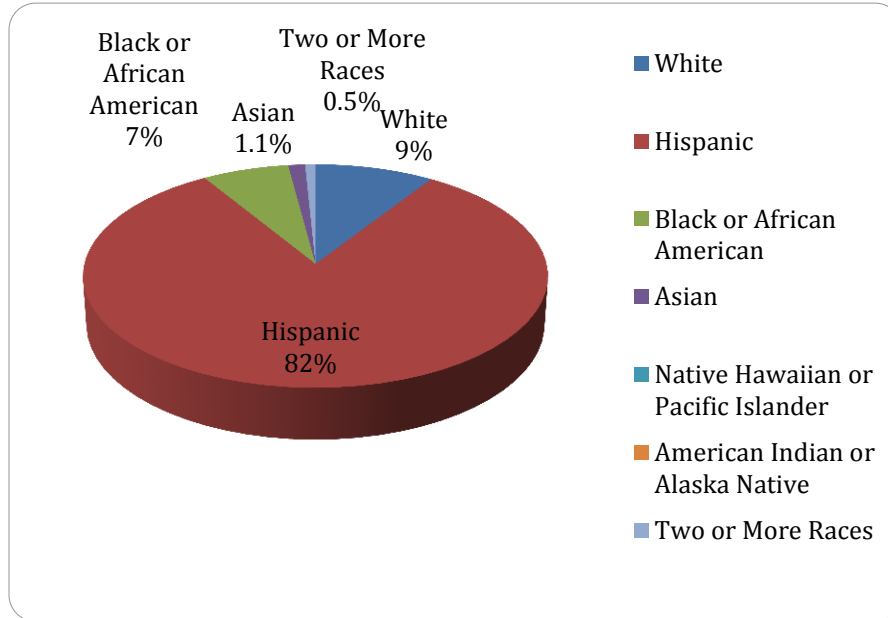
Park Avenue Elementary School is a public elementary school located in Freehold Borough, NJ. It enrolls approximately 523 students in grades three through five in 2019–2020.

Table 2: Park Avenue Elementary School - Enrollment by Demographics 2019-20

Racial and Ethnic Group		Number of Students (%)
Hispanic		429 (82.0%)
White		48 (9.2%)
Black or African American		35 (6.7%)
Asian		7 (1.3%)
Two or More Races		4 (0.8%)
Native Hawaiian or Pacific Islander		0.0%
American Indian or Alaska Native		0.0%
Enrollment by Grade		Number of Students (%)
3 rd		173 (33.1%)
4 th		176 (33.6%)
5 th		174 (33.3%)
Total		523
Enrollment by Student Group		Number of Students (%)
Female		251 (48%)
Male		272 (52%)
Non-Binary/Undesignated Gender		<1%
Economically Disadvantaged Students		41 (79.9%)
Students with Disabilities		101 (19.3%)
English Learners		130 (24.9%)
Homeless Students		1 (0.2%)
Students in Foster Care		0.0%
Military-Connected Students		1 (0.2%)
Migrant Students		42 (0.8%)

Source: NJ School Performance Report (2019-2020)

Chart 1: Park Avenue School Student Percentages by Racial Group



Source: NJ School Performance Report

Table 3 below shows the percentage of students by primary home language. Spanish is the predominant language spoken at home by approximately 72 percent of the students. English is second with approximately 28 percent of students speaking it at home. Only the top five languages with at least 1% of students are shown, students with other home languages are included under the “Other Languages” total.

Table 3: Park Avenue Elementary Student Enrollment by Home Language

Primary Languages by Percentage (%)	
Home Language	Percent of Students
Spanish	71.5%
English	27.5%
Other Languages	1.0%

Source: NJ School Performance Report (2019-20)

Table 4: Freehold Intermediate School - Enrollment by Demographics 2019-20

Racial and Ethnic Group	Number of Students (%)
Hispanic	411 (77.3%)
White	59 (11.1%)
Black or African American	49 (9.2%)
Asian	8 (1.5%)
Two or More Races	4 (0.8%)

Native Hawaiian or Pacific Islander	1 (0.2%)
Enrollment by Grade	Number of Students (%)
6th	181 (34.0%)
7th	183 (34.4%)
8th	168 (31.6%)
Total	532
Enrollment by Student Group	Number of Students (%)
Female	251 (48%)
Male	272 (52%)
Non-Binary/Undesignated Gender	<1%
Economically Disadvantaged Students	377 (70.9%)
Students with Disabilities	104 (19.5%)
English Learners	26 (4.9%)
Homeless Students	0%
Students in Foster Care	0%
Military-Connected Students	3 (0.6%)
Migrant Students	9 (1.7%)

Source: NJ School Performance Report (2019-2020)

Table 5: Freehold Intermediate School Student Enrollment by Home Language

Primary Languages by Percentage (%)	
Home Language	Percent of Students
Spanish	66.7%
English	31.8%
Other Languages	1.5%

Source: NJ School Performance Report (2019-20)

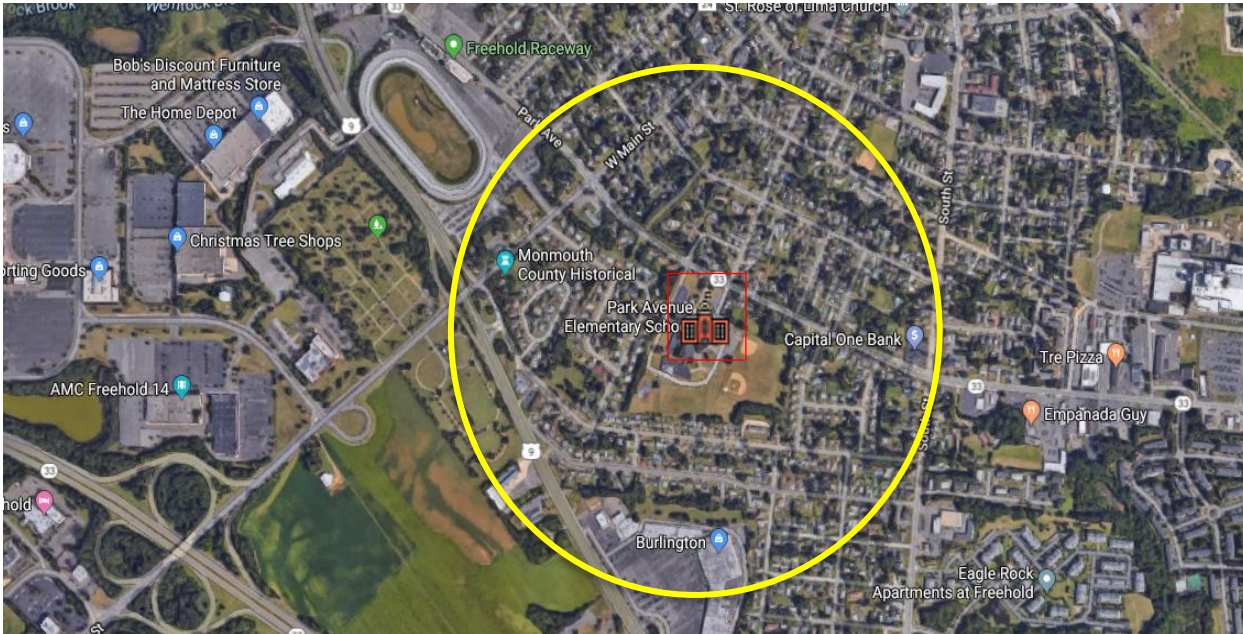
2.3. NJ Safe Routes to School Parent/Caregiver Survey

79 parent surveys were collected online from a link posted on the District website during May-June 2019 to understand parental attitudes and concerns about walking or biking to school. The results were analyzed by Voorhees Transportation Center of Rutgers University and reported in July 2019. 34 surveys were returned from 1st grade parents from the Freehold Learning Center which has young students in grades PK- 4. Park Avenue School had a response from 23 parents, and 22 surveys were from Intermediate School and High School parents. Parents considered the age of their child as the primary factor in deciding whether their children would be allowed to walk to school. Other key factors and concerns included the presence of crossing guards, amount and speed of traffic on roads, availability of crosswalks, unsafe intersections and fear of strangers. 49 percent of children did not walk to school and of those who did walk, only 12 percent allowed their kids to walk alone. All other walkers were accompanied by a parent (20 percent), other children (9 percent), a sibling (7 percent), or another adult (3 percent).

3. Journey to School

In the 1960s, about 50 percent of children in the United States walked or bicycled to school. Over the last few decades, concerns about vehicle traffic, safety for the children, and longer commutes have contributed to parents driving their children to school. This results in more traffic on the road and less children who walk to school. Today, on average only about 15 percent of children walk or bike to school. Map 1 provides a one mile area of the surrounding area. Map 2 provides a closer look at immediate area near the school.

Map 1: One Mile Area Surrounding Park Avenue Elementary & Freehold Intermediate School



Source: Google Maps

Map 2: Neighborhood Surrounding Schools



Source: Google Maps

3.1. Current Student Travel Environment

Park Avenue Elementary and Freehold Intermediate School

School Hours & Schedule

The school day for students starts at 8:40 am and ends at 3:05 pm Monday through Friday. Doors open for students who have breakfast at the school at 8:00 am and breakfast service runs until 8:20. Before-care runs from 7:20-8:15 am. Early Dismissals are at 12:50 pm and typical Delayed Openings are at 10:10 am

Drop-off/Pick-up Procedure

The following procedures for pick-up and drop-off are as per the school and reflect recent changes for the 2019-20 academic year as announced on the school's website.

Car Drop-off

Students are dropped off at the cafeteria door in the back of the Park Avenue Complex; however, cars can only begin entering the parking lot at 7:55. Park Ave. Elementary parents, car poolers, etc. are instructed not to arrive prior to 7:55 as there will be only one lane of traffic and the Intermediate School's drop off is before the Park Ave. Elementary arrival. Drivers have been informed that if they arrive at the Park Ave. Complex prior to 7:55 they will be directed to leave the premises.

Car Pick-up

Park Avenue Elementary parents, car poolers, etc. are to pick up students at the Cafeteria Door in the back of the Park Avenue Complex; however, drivers can only begin entering the parking lot at 2:50 pm. Park Avenue Elementary parents, car poolers, etc. must not come prior to 2:50 as there will be only one lane of traffic and Intermediate School's dismissal and pick-up begins prior. Drivers have been informed that if they arrive at the Park Ave. Complex prior to 2:50 they will be directed to leave the premises.

Walking to Park Avenue Elementary

Students walking to school are to wait in front of the Park Ave. Elementary School Main Entrance. Students walking to school who use the Barkalow path are instructed to enter the building through the School's Main Entrance as well.

Walking Home from Park Avenue Elementary

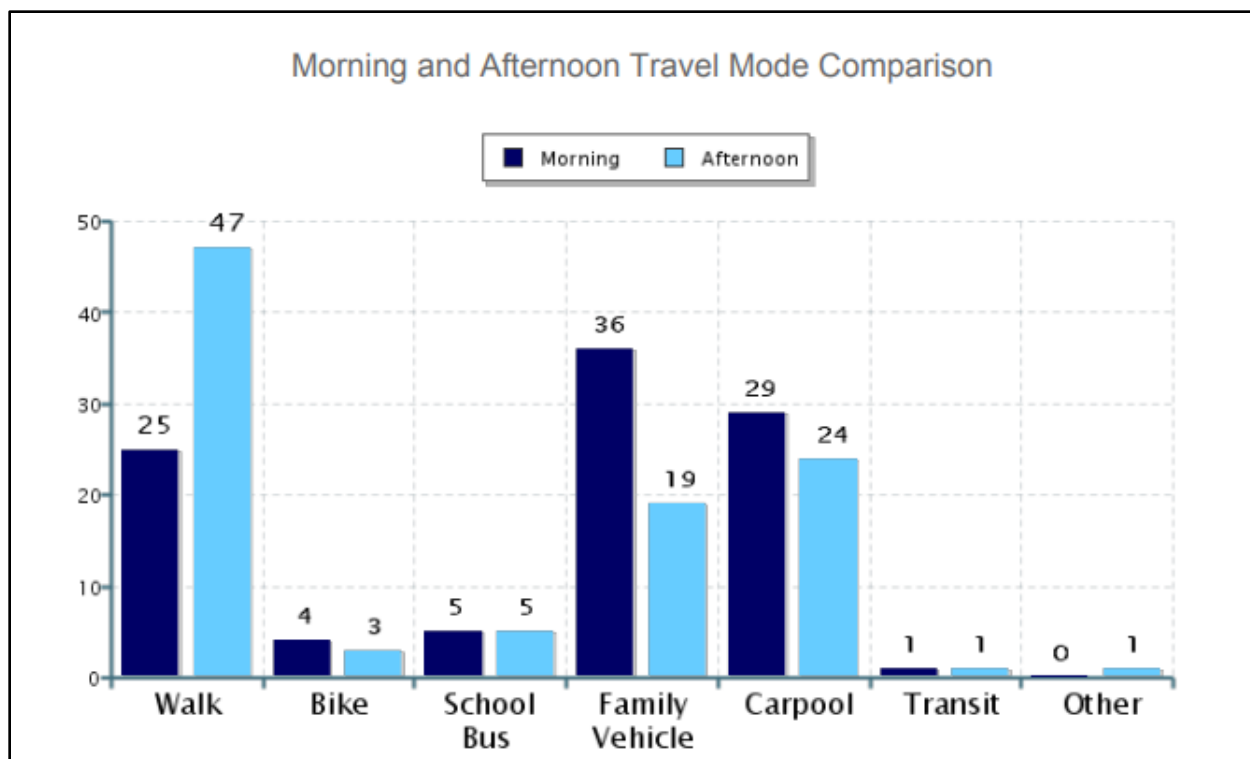
Students walking home are normally dismissed from the Bike Rack area. The bike racks were put in place so that children who bike to school can lock up their bikes for the school day.

Crossing Guards

Freehold Borough Police has stationed crossing guards near the school at Park Ave. & Kiawah Ave., Park Ave. & South St., Lincoln Pl. & South St., and at Lincoln Pl. & W. Main St.

Student Travel Mode

In June of 2019, the Park Avenue Elementary School teachers in 24 different classrooms conducted a School Travel Tally to determine how students travel to and from school.



Source: Park Avenue Elementary School and Voorhees Transportation Center, June 2019

Table 3: Current Commute Mode

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1365	25%	4%	5%	36%	29%	1%	0%
Afternoon	1351	47%	3%	5%	19%	24%	1.0%	1%

Percentages may not total 100% due to rounding.



Table 3 shows that 25 percent of students walk to school and 47 percent walk home. Also, 36 percent of students are driven to school in the morning but only 19 percent are picked up after school. 29% percent of students carpool in the morning and 24% carpool on their way home. Only 5 percent of students are using the school bus both in the morning and on the way home.

3.2 Pedestrian Safety

EZ Ride's SRTS team conducted an analysis of the pedestrian-related crashes within a one-mile radius of the school over a 5-year period from 2011 to 2016 based on police incident reports. The reported incidents were plotted on Map 3.

Map 3: Pedestrian Crashes within One Mile of Park Avenue School & Intermediate School



Source: NJ Safety Voyager 2014-18

Table 4: Pedestrian & Bike Crashes by Reported Age, In Freehold Borough

Age	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total	%
0-10	1	0	1	2	0	0	0	0	0	0	4	4%
11-17	2	1	1	2	3	2	1	0	2	1	15	14%
18-35	7	1	2	2	2	3	2	6	1	2	28	25%
36-60	6	6	6	4	5	4	3	9	7	3	53	48%
60+	3	0	1	2	2	1	1	0	0	0	10	9%
Total	19	8	11	12	12	10	7	15	10	6	110	

Source: CAIT Numetric Crash Analysis Data 2009 – 2018

In Freehold Borough, there were 144 pedestrian and bicycle crashes between the years 2009 -

2018. Of these crashes, 110 reported ages of the pedestrian and cyclists involved. 51 or 35 percent of the crashes involved cyclists and 93 or 65 percent of the crashes involved pedestrians. On average there were approximately 14 crashes per year, and pedestrians aged 36-60 were involved in 48% of those crashes. While approximately 18 percent of the total incidents involved children in the 0-17 age group. The remaining intervals are reflected in **Table 4**.

3.3 Walkability Assessment

The SRTS Task Force conducted a walkability assessment of five routes around Park Avenue Elementary School and the Intermediate School on May 2, 2019 after dismissal. Prior to the assessment, EZ Ride team members presented to the Walkability Assessment Team on the importance of this assessment, how to conduct this assessment, and key issues to document. Once the teams finished their assessments, they regrouped and debriefed on what issues were discovered, some potential solutions to those issues, and positive notes on driver behavior, infrastructure, and/or pedestrian behavior.

A Walkability Assessment evaluates the sidewalks, roads, crosswalks, lighting, signs, signals, buildings and environment along the walking route. A walkability assessment identifies possible locations for road improvements and takes note of existing conditions and recommendations. The SRTS Task Force took photos of areas on the route. Comments and recommendations are listed with each photo and are summarized in the Action Plan at the end. Map 4 shows the walking routes which were assessed.



Walk Audit Teams Assemble Outside the School Before the Dismissal Bell

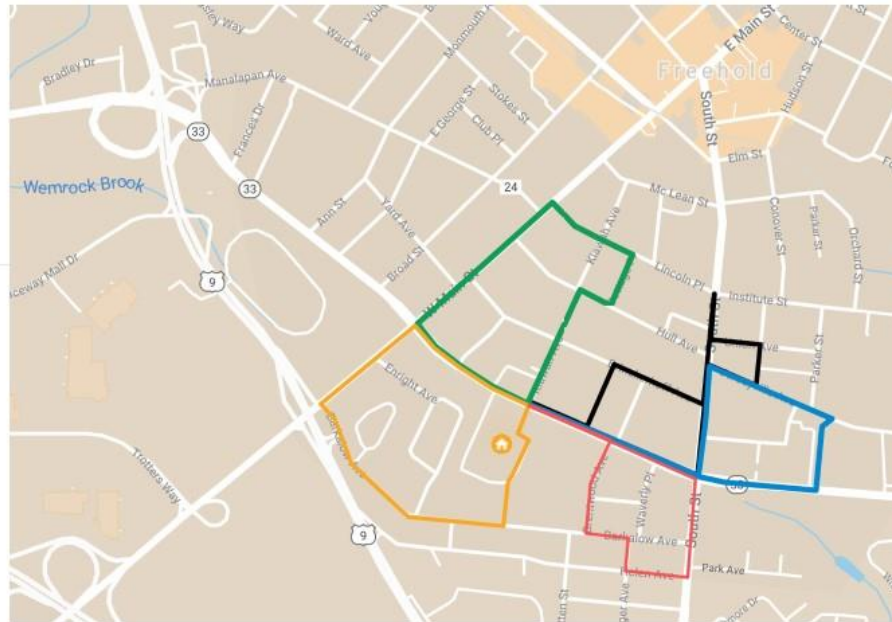
Map 4 : Main Walking Routes around Park Avenue Elementary School

Park Ave Walk Audit - Route Map

Walk Audit Routes / Colors / Distance

-  Route 1 - Red - 1.04 Miles
-  Route 2 - Orange - 1.07 Miles
-  Route 3 - Green - 1.08 mi
-  Route 4 - Blue - 1.34 mi
-  Route 5 - Black - 1.28

 Park Avenue Elementary School



1. Good Practices



**Crossing Guards & High Visibility
Crosswalk**

Route 1 (Red)

Route 2 (Orange)

- Park Ave. & Kiawah Ave.

Route 3 (Green)

- Lincoln Pl. & W. Main St.

Route 4 (Blue)

- Park Ave. & South St.

Route 5 (Black)

- Park Ave. & South St.
- Park Ave. & Park Ave. Elementary
- Lincoln Pl. & South St.

Properly Aligned Truncated Dome Pads

- Park Avenue School Exit Driveway



Bike Racks & Garbage Cans on Campus

2. Common Problems

2.1 Intersection



Damaged Sidewalk

Route 1 (Red)

- Park Ave.
- South St.
- Brentwood Ave.

Route 2 (Orange)

- Barkalow Ave.
- Park Ave.

Route 3 (Green)

- Kiawah Ave.
- Cottage Pl.
- Hull Ave.

Route 4 (Blue)

- South St. (slate slabs)

Route 5 (Black)

- Lincoln Ave.
- Union Ave.
- South St.



Sidewalk Ends/No Sidewalk

Route 1 (Red)

- Barkalow Ave.
- Pittenger Ave.
- Helen Ave.

Route 2 (Orange)

- Barkalow Ave.

Route 4 (Blue)

- Park Ave. (between South St. & Short St.)

Route 5 (Black)

- Washington St.

2. Common Problems

2.1 Intersection



Broken/Missing/Misaligned Dome Pads

Route 1 (Red)

- Park Ave.

Route 2 (Orange)

- Park Ave. & W. Main St.
- Barkalow Ave. & Enright Ave.

Route 3 (Green)

- Cottage Pl. & Lincoln Pl.
- Park Ave. & W. Main St.
- Park Ave. & Kiawah Ave.
- Kiawah Ave. & Lincoln Pl.
- Berkeley Pl. & Park Ave.

Route 4 (Blue)

- Brentwood Ave. & Park Ave.
- Waverly Pl. & Park Ave.
- Brinkerhoff Ave & South St.



Faded Crosswalk/Striping

Route 1 (Red)

- Pittenger Ave. & Helen Ave.

Route 2 (Orange)

- Reid Way & Barkalow Ave.
- W. Main St. & Barkalow Ave.

Route 3 (Green)

- W. Main St. & Manalapan Ave.
- Park Ave. & Sunset Ct.

Route 4 (Blue)

- Park Ave. & South St.

Route 5 (Black)

- South St. & Jerseyville Ave.
- South St. & Vredenburgh Ave.

2. Common Problems

2.1 Intersection



**Overgrown Trees/Bushes Obstructing
Sidewalks**

Route 1 (Red)

- Park Ave.

Route 2 (Orange)

- Barkalow Ave.

Route 3 (Green)

- Lincoln Pl.

Route 4 (Blue)

- Park Ave.



Narrow Sidewalk

Route 2 (Orange)

- Park Ave. Elementary Campus (Door 8)
- Walkway from Park Ave. Elementary to Barkalow Ave.

2. Common Problems

2.1 Intersection



Sidewalk Closures/Obstructions

Route 2 (Orange)

- Main St.

Route 4 (Blue)

- Park Ave. & Waverly Pl.
- Jerseyville Ave.

4. Action Plan & Recommendations

The Safe Routes to School Action Plan is organized into the “Five E’s”: Education, Encouragement, Enforcement, Engineering and Evaluation. Additionally, each element of the Action Plan considers two parameters – time and cost as shown below. Together, they comprise a set of directions to help the community prioritize their action steps to increase safety for students. The tables below identify preliminary recommendations specific to the Park Avenue Elementary and Freehold Intermediate Schools and their immediate area. To realize the full benefit of the SRTS program, it is suggested that this School Travel Plan be used to apply for SRTS grant funds to fully implement all the action steps.

Time Frame Definition	Cost Definition
Short-term = less than 3 months	Low = Less than \$2,000
Mid-term = between 3 to 6 months	Medium = between \$2,000 and \$10,000
Long-term = longer than 6 months	High = more than \$10,000

1. **Education:** Programs to educate students, parents and the public about safe walking and biking

Education Actions	Responsibility	Time Frame	Cost
Invite EZ Ride to provide SRTS Bicycle and pedestrian SAFETY Presentations for all students annually to provide safety tips and rules.	Schools, EZ Ride	Short-term, Mid-term, Long-term	No cost
Invite EZ Ride to provide a safe cycling skills course annually to allow students to practice bike skills on a protected course.	Schools, EZ Ride	Short-term, Mid-term, Long-term	No cost
Hold a community bike ride around the school neighborhood for older students to give them practice on riding in the streets safely and promote cycling as a physical activity – can be done as part of PE.	Schools, EZ Ride, Police	Short-term, Mid-term, Long-term	No cost

Remind parents where and when to pick up and drop off students via Robo Call twice a year each year – prioritize walkers and bicyclists over those being dropped off by cars (ie. Allow walkers and cyclists to be dismissed and leave first as an incentive)	Schools	Short-term, Mid-term, Long-term	Low
Create or update Parent Handbook with arrival & dismissal procedures, map that defines drop-off/pick-up areas, rules and speed limit for driving/parking in school zone, where to park bicycles, student walker entrances and crossing guards – include and encourage walking and bicycling.	Schools	Long-term	Low
Consider conducting “Drive 25” or “Drive Slow & Safe” Campaigns on Park Avenue (Rt. 33). Notify parents/guardians and staff by publishing information in Parent/Family Handbook, School news and website	Schools, Borough, Police	Short-term, Mid-term, Long-term	Low
Ask Police, local Health Coalition or School RN to give a talk at Back to School Night or PTO meetings to educate parents on the importance of walking and bicycling to school as exercise, as a way to build social/family relationships, and for the environmental benefits (carbon-free travel).	Police, Schools, PTO, Neighborhood Connections to Health coalition	Short-term, Mid-term, Long-term	No cost
Integrate walking and safety education (wear helmets, use crosswalks) into classroom	Schools, PE/Health teachers	Short-term, Mid-term, Long-term	No cost
Leverage Social Media to spread awareness of school zone and enforcement activities	Schools/District Webmaster PTO, Borough, Police	Short-term, Mid-term, Long-term	Low

2. Encouragement: Programs to encourage or promote walking and biking

Encouragement Actions	Responsibility	Time Frame	Cost
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Hold a student poster contest on Safe Walking and Biking to school to follow up the safety presentations and reinforce learning/provide safety equipment for winners (helmet, bike bell, bike lights, reflective string backpack)	Schools, EZ Ride	Short-term	No cost
Circulate School Travel Plan Report via School and City website and PTO meetings	Schools, PTO, Borough	Short-term	No cost
Hold regular Bike/Walk to School or Work Days during International Walk to School month/day (Oct.), National Bike to School month/day (May), NJ Walk and Bike to School Day in Spring	School Health Councils, PTO, EZ Ride, Borough	Short-term, Mid-term, Long-term	No cost
Utilize the school website/social media to advance Safe Routes to School safety messages (follow EZ Ride on FB and share safety messages to community/parents)	School Tech Coordinators, District Safety Officer	Mid-term, Long-term	No cost

3. Enforcement: Activities to improve safety and security for those walking and biking to school

Enforcement Actions	Responsibility	Time Frame	Cost
Conduct bicycle registration at Back to School night	Schools, Police	Short-term, Mid-term, Long-term	No cost
Ask Police to post additional crossing guards at busy intersections: <ul style="list-style-type: none"> - Park Ave. and West Main St. - Rt 33. And Rt. 537 	Traffic Police	Short-term, Mid-term, Long-term	Low Cost
Investigate training parent volunteers to start Walking School Busses to have parents help watch out for kids' safety	School Liaisons, PTO, Police, Borough	Mid-term, Long-term	Low
Investigate what police and city can do to reduce prevalence of any drug or criminal activity near school	Police, Borough	Short-term, Mid-term, Long-term	Low – High

Ask City/County to conduct speed and traffic study on Park Avenue (Rt 33)	Borough/County planners/engineers, traffic police	Short-term, Long-term	Medium
Ask police to set up radar signs that post driver speeds and remind people to not speed (go over 25 mph) in school zone	Police Department, School Safety Liaison	Short-term, Long-term	Low
Conduct Street Smart campaign near school	Police, Borough, EZ Ride	Short-term, Mid-term, Long-term	Low
Ensure sidewalks are shoveled and cleared of snow or leaves on school days in fall and winter	Borough and County DPW, Health Dept. and School can remind parents, residents to shovel sidewalks, bag leaves	Fall, Winter	Low

4. Engineering: Infrastructure upgrades that improve walking and biking environment

Engineering Actions	Responsibility	Time Frame	Cost
Install separate bike racks at the Intermediate School near school entrance for older students, provide a place for kids to store bike helmets safely at Park Ave and the Intermediate School	Intermediate School, Park Ave. School	Short-term, Mid-term	Low
Widen sidewalk inside school properties <ul style="list-style-type: none"> - By Door #8 within school property - 144 West Main St. 	School, Borough	Short, mid-term	Low – Medium
Post “School Zone” and speed limit signs and paint/re-paint “SLOW 25 MPH SCHOOL ZONE ” on roadways surrounding school: <ul style="list-style-type: none"> - Barkalow Ave. - Park Ave. - Rt. 9 by school 	Borough, County, DPW	Short-term Mid-term, Long-term	Low
Paint High Visibility Crosswalks at: <ul style="list-style-type: none"> - Barkalow Ave. and West Main St. 	County and Borough DPW, Engineering,	Short-term, Mid-	Medium

(both ways) <ul style="list-style-type: none"> - Across school driveway exits/entrances - Park Ave. & Sunset Ct. - Park Ave. & West Main St. 	Police	term, Long-term	– High
Add bike lanes on Barkalow and other streets where there's enough space – perhaps a two way bike lane on one side and parking on other side of street.	Borough DPW, Engineering	Short-Term, Mid-Term, Long-Term	Medium-High
Install, replace, or realign truncated domes at: <ul style="list-style-type: none"> - Park and West Main St. - Enright & West Main St. - By door #8 - Between door #9 and baseball field (on median) 	County and Borough Engineering, DPW, Police	Short term, Mid-term	Low-Medium
Install Stop Sign and paint/repaint stop bar at: <ul style="list-style-type: none"> - Park Avenue (Rt. 33) 	Borough Engineering, DPW	Short Term	Low
Paint or repaint stop bars where needed around school	County Engineering, DPW, Borough Engineering	Short-term, Mid-term, Long-term	Medium – High
Fallen tree or tree roots obstructing or lifting sidewalk <ul style="list-style-type: none"> - #2 Main St - Jerseyville Avenue 	DPW, Borough Engineering	Short Term	Low
Fix or install ADA compliant curb ramps at: <ul style="list-style-type: none"> - Inside school property 	County Engineering, Borough Engineering, DPW	Short-term, Mid-term, Long-term	Medium – High
Add bus shelter by bus stop near former Grace Lutheran Church property	Borough, DPW (apply for free shelter from NJ Transit program and install)	Short-term, Mid-term, long-term	No cost
Add missing/repair broken sidewalk along:	Borough/County Engineering, DPW,	Short-term, Mid-	High

<ul style="list-style-type: none"> - Barkalow Ave. & West Main St. (missing on right side, worn path through grass is evidence of a lot of foot traffic) - Park Avenue past Santander Bank (missing) 	Habitat for Humanity	term	
Ensure property owners are following local ordinances regarding landscaping and garbage removal	Police, Borough, Volunteers	Short-term, Mid-term, Long-term	Low
Investigate traffic speeds around the school and post 25 mph speed limit signs near and within the school zone boundaries	County & Borough Engineering, Police	Short-term, Mid-term, Long-term	Medium
Consider replacing Stop signs with more visible flashing Stop signs at: <ul style="list-style-type: none"> - Barkalow Ave. (near entrance to Rt 9) - Park Ave. & Kiawah Ave. (all four corners) 	County & Borough Engineering, DPW	Short-term, Mid-term, Long-term	Medium
Investigate installation of street lights at key corners, intersections and crosswalks where students cross	County and Borough Engineering, Police	Mid-term, Long-term	Medium
Add pedestrian scale lighting to aid pedestrians and help drivers see students standing on corners ready to cross: <ul style="list-style-type: none"> - Barkalow Ave. (near entrance to Rt 9) - Park Ave. & Kiawah Ave. (all four corners) 	Borough or County Engineering, DPW	Mid-term, Long-term	Medium

5. Evaluation: Efforts to monitor progress towards the achievement of SRTS goals

Evaluation Actions	Responsibility	Time Frame	Cost
Conduct student travel tallies to measure if the number of students walking, biking	Schools, EZ Ride,	Every few years	No cost

or carpooling has increased			
Conduct speed studies to evaluate if traffic is complying with speed limit	Borough and County police	Short-term, Mid Term	Low
Determine extent of Complete Streets policy Implementation	Borough and County	Mid-term, Long-term	Medium to High
Improve communications between school officials and families establishing a convenient mechanism to share information and get feedback	School Administrators, PTO, Parent Center Webmasters, District leaders and newsletter	Short-term, Mid-term, Long-term	Low

Conclusion

The measures that are recommended in this travel plan will improve the borough's walkability, increase pedestrian and student safety, encourage students and parents to walk or bike to school, and improve opportunities for better long-term health outcomes. Through increased use of active transportation (walking and biking), residents can also make Freehold Borough a safer community by slowing speeding traffic, reducing traffic congestion, and encouraging carbon-free travel to improve air quality.

There are several areas that lack sidewalks and curb ramps and installing these will increase the safety of and improve accessibility for students, residents, seniors, parents with strollers and those in wheelchairs. Portions of sidewalk are missing on Barkalow Avenue and Rt. 79 and are damaged by tree roots on Park Avenue. Reducing the speed of traffic near the school will encourage more students to walk and bike to school which will benefit their health. Adding crossing guards at Park Ave. & W. Main St, Rt. 33 and Rt. 537, and painting all crosswalks for high visibility will also make the neighborhood more pedestrian friendly. Also, adding bike lanes where feasible, adding or repainting faded SLOW or 25 MPH SCHOOL ZONE pavement markings/signs. Making sure there are speed limit signs, No Turn on Red signs, bike racks at the Intermediate School, and flashing SLOW or STOP for Pedestrians in Crosswalk signs, can also be very beneficial. Steps should be taken to repair/add ADA compliant curb ramps and truncated dome pads to improve accessibility for those with special needs and to add pedestrian scale lighting at corners where many students or pedestrians cross so they will be more visible to drivers. Repairing damaged roadways and repainting faded stop bars is very important. Adding pedestrian scale lighting on corners around the school is especially needed to protect students who walk and should be done as soon as possible. Striping high visibility crosswalks will both slow traffic and help to alert traffic where students frequently cross and should be addressed as

soon as possible as a few of the intersections we assessed had no crosswalks or faded crosswalks.

The school community's desire to collaborate to help protect students and encourage safe walking and bicycling is admirable and deserves support from the County and Borough. EZ Ride is proud to work with the Neighborhood Connections to Health coalition, the students and local community to improve safety, bring SRTS programming to the schools and provide incentives and helmets to encourage students to walk and bike more. It is hoped that recommendations from this School Travel Plan report will be implemented and that the Travel Plan will be used by the Borough to apply for an SRTS, TAP or Bikeways infrastructure grant to improve the safety of the active travel environment. Ultimately, the goal is to make the intersections, sidewalks, and streets safer for students to walk and bike to school.

5. Appendix A: Design Guide

Typical Opportunities for Improvements



LONG CROSSING DISTANCES

Long crossing distances prolong the exposure time of pedestrians to motorists and make it difficult to see the pedestrian signal head on the other side of the road.



PEDESTRIAN OBSTRUCTIONS

Obstructions in the pedestrian right-of-way impede pedestrian movement and safety.



LACK OF CURB CUTS

Sidewalks without curb cuts are an obstacle to parents with baby carriages as well as people with disabilities.



POOR MAINTENANCE

Without maintenance pedestrians can trip, it can be a liability issue, and people with disabilities can have trouble negotiating the area.

Typical Bicycle/Pedestrian Treatments



SHARED-USE ROADWAY

Can be a safe for bicyclists when:

- Width is sufficient
- Speeds are low
- Traffic volumes are low



BICYCLE LANE

- Provides a safe and comfortable environment for bicyclists
- An area that is delineated, but not separated from the roadway
- Typically 4' wide with a bicycle stencil



SHARED USE PATH (TRAIL)

- Offers connections and opportunities not provided in the roadway system
- Can provide valuable connections and recreational opportunities
- Typically 8'-10' wide



OTHER FACILITIES

- Bicycle Lockers
- Bicycle Racks on Transit
- Bicycle Racks
- Bicycle Safety Programs

Typical Bicycle/Pedestrian Treatments



SIDEWALKS

- A portion of the road ROW for the preferential or exclusive use of pedestrians
- Typically at least 5' wide
- Should be free of obstructions along its width and 80" high



CROSSWALKS

- Provides a designated crossing point
- Helps provide more predictable pedestrian movements
- Alerts drivers to pedestrian areas



SIGNAGE AND STRIPING

- Can help define pedestrian realm
- Provide visual cues for pedestrians and motorists
- Can augment other facilities



AMENITIES AND AESTHETICS

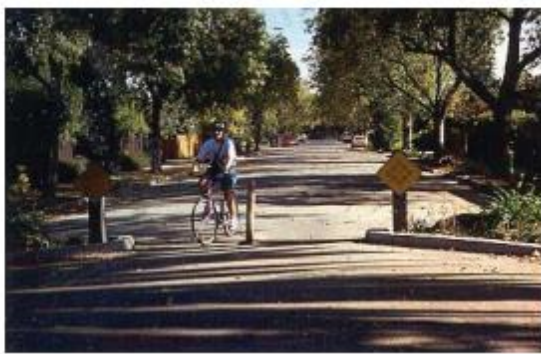
- Lets pedestrians know area was designed for their use
- Helps provide a safe and comfortable environment
- Helps provide sense of "place"

Typical Bicycle/Pedestrian Treatments



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



FULL CLOSURE

- Can be used to eliminate neighborhood cut-throughs
- Eliminates vehicular access
- Allows pedestrian and bicycle access and egress



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



RAISED MEDIAN GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing
- Provides Pedestrian Refuge
- Reduction in Vehicle Speeds

Typical Traffic Calming Devices



GATEWAY

- Provides Defined Entry
- Provides Cue to a Transition Area
- Aesthetically Pleasing



CURB EXTENSION REDUCED TURNING

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



RAISED

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Provides Pedestrian Refuge



BIKELANE

- Reduces Vehicle Speeds
- Produces Designated Lane for Bicyclists
- Provides Additional Buffer for Pedestrians

Typical Traffic Calming Devices



CURB EXTENSION

- Reduces Vehicle Speeds
- Reduces Pedestrian Crossing Distance
- Increases Pedestrian Visibility
- Protects Parking Area & Prevents Parking Close to Intersection



MEDIAN REFUGE

- Reduces Vehicle Speeds
- Reduces Pedestrian- Vehicle Conflict
- Reduces Pedestrian Crossing Distance
- Improves Aesthetics if well-maintained



MID-BLOCK CROSSING

- Reduces Vehicle Speeds
- Increases Pedestrians Visibility
- Reduces Pedestrian Crossing Distance
- Connects Pedestrian Generators



Sidewalks and Access

- Simplifies Crossing Movement
- Reinforces pedestrian priority
- Improves visibility
- Provides safe accessibility

6. Appendix B: Funding and Building Resources to Build Infrastructure

Source: Together North Jersey (TNJ): Funding and Resources Database

https://togethernorthjersey.com/?page_id=24974#home/

Program Name	Program Description	Eligibility Description	Eligibility	Source
21st Century Redevelopment Program	To provide municipalities and counties with the funding necessary to redevelop "stranded assets," which are underutilized or vacant office or retail spaces, usually located far from transit	New Jersey municipal or county governments, and redevelopment agencies	County, Municipal	New Jersey Economic Development Authority
Biking in New Jersey - Planning Resources	NJDOT offers engineering guidelines, a Master Plan for roadways that are compatible with bicyclists and walkers and a resource center for statewide projects	New Jersey communities	Municipal	New Jersey Department of Transportation
Community Development Block Grants	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs	Larger cities and urban counties	County, Municipal	US Housing and Urban Development
Congestion Mitigation and Air Quality Initiatives Program	To advance readily implementable and innovative projects and services that improve air quality and reduce congestion in the NJTPA's air quality maintenance and non-attainment areas	Local, County, State, and Regional governments	County, Municipal, State	NJTPA
Environmental Workforce Development and Job Training Grants	Eligible entities, including nonprofit organizations, to deliver environmental workforce development and job training programs that recruit, train, and place local, unemployed and under-employed residents with the skills needed to secure full-time employment in the environmental field	Non-profit organizations and local government agencies in communities historically affected by economic disinvestment, health disparities, and environmental	County, Municipal, Non-profit organizations	US EPA Environmental Workforce Development and Job Training Grant Fund

		contamination, including low-income, minority, and tribal communities		
Future in Transportation	NJFIT changed the way NJDOT does business in New Jersey by using a comprehensive and cooperative approach to transportation and land use planning. Working with community planners, we can keep jobs, goods and services within reach of every New Jersey citizen and reinvest in our infrastructure by shaping transportation to fit into the environment of our communities	New Jersey Communities.	Municipal	New Jersey Department of Transportation
Geraldine R. Dodge Foundation	Funds Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making	no restrictions	State, County, Municipal, Private, Non-profit organizations, Other	Geraldine R. Dodge Foundation
Local Planning Services	Local Planning Services (LPS), an office within DCA, works with communities to achieve local land use and planning goals. As part of DCA's commitment to provide technical assistance to municipalities, our professional planning staff offers comprehensive planning services at no-cost to local governments. LPS Can provide a variety of planning services: master plans and redevelopment plans, land use land mapping, economic development plans, and special municipal projects	Municipalities	Municipal	New Jersey Department of Community Affairs
Neighborhood	This program provides direct	Municipalities	Municipal	New Jersey

Preservation Program	financial and technical assistance to municipalities over a three to five year period to conduct activities associated with the preservation of designated neighborhoods based on strategic revitalization's plans within those municipalities.			Department of Community Affairs
New Jersey Healthy Communities Network - Community Grants Program	<p>The aim of the initiative is to prevent chronic disease and improve health by advancing environment, policy, and system change; and enhancing the built environment to support healthy eating and active living. Supported projects are creating a culture of health by increasing food access and opportunities for physical activity in communities, schools, places of worship, early care and education, neighborhoods, and municipalities.</p> <p>The Network also facilitates a statewide community of practice to share best practices, provide networking and professional development opportunities, and encourage collaboration. Within this community of practice, grantees will be connected to people and organizations with shared goals and agendas and be recognized as a leader in building healthy communities</p>		Non-profit organizations, Other	New Jersey Healthy Communities Network
Our Town Grants	The Our Town grant program supports creative place making projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core.	Communities	Municipal	National Endowment for the Arts
People for Bikes Community Grants	The People For Bikes Community Grant Program provides funding for important and influential	Communities across the US	Municipal	People for Bikes - Community

	projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives			Grants
Safe Routes to Schools	Provides federal and state funding to projects that enable children in grades K-8 to walk and bicycle more safely to school.	County, municipal governments, school districts, and schools	County, Municipal	New Jersey Department of Transportation
Safe Routes to Schools	Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS facilitates the planning, development and implementation of projects that improve safety and air quality, as well as reduce traffic and fuel consumption around school	Communities in New Jersey	County, Municipal	New Jersey Department of Transportation
Safe Routes to Transit	The Safe Routes to Transit program was established in 2006 with state funding to enable counties and municipalities to improve safety in the vicinity of transit facilities and to make routes to bus stops and rail stations safer for bicyclists and pedestrians	Counties and municipalities.	County, Municipal	New Jersey Department of Transportation
Street Smart Program	Communities that participate in the Street Smart Program work to raise awareness of pedestrian safety laws by hosting events, handing out information, and through social media. Local police step up enforcement during the campaign to ensure motorists and pedestrians are obeying the laws. All communities are urged to participate	Municipalities and communities in New Jersey	Municipal	North Jersey Transportation Planning Agency

Sustainable Jersey Grants and Resources	Sustainable Jersey identifies resources to help municipalities develop a comprehensive sustainable community program. This includes financial resources in the form of grants and incentives, and technical support in the form of trainings, access to support organizations, and guidance material	New Jersey municipalities	Municipal	Sustainable New Jersey
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